Environmental Assessment

California Forest Highway 114, Hyampom Road
State Route 3 (Hayfork) to Hyampom
Trinity County, California

Prepared for

Federal Highway Administration
Central Federal Lands Highway Division

February 2006

Existing

Proposed

U.S. Department of Transportation
Federal Highway Administration
Central Federal Lands Highway Division

In Cooperation with
United States Forest Service
California Department of Transportation
Trinity County

ENVIRONMENTAL ASSESSMENT
Pursuant to 42 U.S.C. 4332 (2)(c) and 49 U.S.C. 303

for
Reconstruction of a portion of
CALIFORNIA FOREST HIGHWAY 114
Hyampom Road
State Route 3 (Hayfork) to Hyampom
Trinity County, California

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Acronyms and Abbreviations

°C	degrees Celsius
°F	degrees Fahrenheit
µg/m^3	micrograms per cubic meter
ac.	acre
ADT	average daily traffic volumes
AF	acre-feet
APE	Area of Potential Effect
ASTM	American Society for Testing and Materials
ATC	authority to construct
BA	*Biological Assessment*
bhp	brake horse power
BLM	Bureau of Land Management
BMP	Best Management Practice
CAAQS	California Ambient Air Quality Standards
CALEPPC	California Exotic Pest Plants Council
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CDF	California Department of Forestry
CDFG	California Department of Fish and Game
CDOF	California Department of Finance
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CESA	California Endangered Species Act
CFLHD	Central Federal Lands Highway Division
CFR	Code of Federal Regulations
cfs	cubic feet per second
CIP	Capital Improvement Program
cm	centimeter
CMP	corrugated metal pipe

cms	cubic meter per second
CNDDB	California Natural Diversity Database
CNPS	California Native Plant Society
CO	carbon monoxide
County	Trinity County
CWA	Clean Water Act
dB	decibel
dBA	A-weighted decibel scale
DFR	Douglas Fir
EA	*Environmental Assessment*
EDR	Environmental Data Resources, Inc.
EFHA	Essential Fish Habitat Assessment
EIR	Environmental Impact Report
EO	Executive Order
ESA	Federal Endangered Species Act
ESL	environmental survey limit
ESU	Evolutionarily Sensitive Unit
FEIR	Final Environmental Impact Report
FEMA	Federal Emergency Management Agency
FHP	Forest Highway Program
FHWA	Federal Highway Administration
FIRE	Finance, Insurance, and Real Estate
ft.	feet
ha	hectare
HAZMAT	hazardous materials
in.	inch
ISA	*Initial Site Assessment*
km	kilometer
km/h	kilometers per hour
km^2	square kilometer
KP	Kilometer Post
L_{eq}	equivalent sound pressure level
LMP	*Land and Resource Management Plan*

LOS	Level of Service
m	meter
m^3	cubic meter
MHC	Montane Hardwood Conifer
MHW	Montane Hardwood
mi.	mile
$mi.^2$	square mile
mm	millimeter
mph	miles per hour
MP	Milepost
MSFCMA	Magnuson-Stevens Fishery Conservation and Management Act
N/A	not applicable
NAAQS	National Ambient Air Quality Standards
NAC	noise abatement criterion
NCAB	North Coast Air Basin
NCRWQCB	North Coast Regional Water Quality Control Board
NCUAQMD	North Coast Unified Air Quality Management District
NEPA	National Environmental Protection Act
NFS	National Forest System
NOAA Fisheries	National Oceanic and Atmospheric Administration, National Marine Fisheries Service
NRC	National Research Council
NRCS	Natural Resources Conservation Service
NOP	Notice of Preparation
NO_X	nitrogen dioxide
NSO	northern spotted owl
NPDES	National Pollution Discharge and Elimination System
NSR	North State Resources
O_3	ozone
OHV	off-highway vehicle
OSHA	United States Occupational Safety and Health Administration
PEAR	Preliminary Environmental Assessment Report
PHI	Pacific Hydrologic Incorporated

PPE	personal protective equipment
PM_{10}	particulate matter with a diameter of less than 10 microns
PTO	permit to operate
PWA	Pacific Watershed Associates
ROC	reactive organic compounds
ROS	Roaded Natural Recreation Opportunity Spectrum
RTP	Regional Transportation Plan
RWQCB	California Regional Water Quality Control Board
SEE	Social, Economic, and Environmental
SHPO	State Historic Preservation Office
SLR	single lens reflex
SMARA	Surface Mining and Reclamation Act
SONCC	Southern Oregon/Northern California Coast
SO_x	sulfur oxide
SR	State Route
STIP	Statewide Transportation Improvement Program
STNF	Shasta-Trinity National Forest
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TCDOT	Trinity County Department of Transportation
TCPU	Transportation, Communications, and Public Utilities
TCTC	Trinity County Transportation Commission
TMDL	Total Maximum Daily Load
TNM	Traffic Noise Model
UKTR	Upper Klamath-Trinity Rivers
URS	URS Greiner Woodward Clyde
USACE	United States Army Corps of Engineers
USDA	United States Department of Agriculture
USDOC	United States Department of Commerce
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
USFS	United States Forest Service
USFWS	United States Fish and Wildlife Service

USGS	United States Geological Survey
VOC	volatile organic compound
VQO	Visual Quality Objective
WHR	wildlife habitat relationship
WMMP	Wetlands Mitigation and Monitoring Plan

Executive Summary

This *Environmental Assessment* (EA), prepared in accordance with the National Environmental Policy Act (NEPA), analyzes the potential environmental impacts associated with reconstructing California Forest Highway 114 (Hyampom Road) in the Shasta-Trinity National Forest, Trinity County. Hyampom Road is also identified as Trinity County Road 301 and locally known as Hyampom Road. The eastern terminus of the road begins at the junction with State Route (SR) 3 in Hayfork and proceeds 35.4 kilometers (km) (22.0 miles [mi.]) westerly to the community of Hyampom at the western terminus. Hyampom Road is the only year-round route that serves the town of Hyampom.

The Federal Highway Administration (FHWA), Central Federal Lands Highway Division (CFLHD), in cooperation with the United States Forest Service (USFS) and Trinity County, is proposing to reconstruct approximately 16.1 km (9.8 mi.) of Hyampom Road. The total route is divided into six segments as described in Table 1. This EA will evaluate Segments 2, 3, 4, and 5. FHWA is the lead agency for this EA under NEPA.

Trinity County is the lead agency for environmental document preparation and circulation under the California Environmental Quality Act (CEQA). Segments 1 and 3 have been evaluated previously by Trinity County (Trinity County 2001a, 2003b, 2003c) in compliance with CEQA. Segment 3 reconstruction will require Federal funds, therefore this EA will evaluate Segment 3 as well as Segments 2, 4, and 5. The CEQA documentation will remain separate from the NEPA document. Segment 1 will not be receiving any federal funds, and is not evaluated in the EA. Trinity County certified the CEQA Negative Declaration for Segment 1 in September 2001. Also, Trinity County completed a Final Environmental Impact Report (EIR) in compliance with CEQA for Segment 3 in 2003. This leaves a separate EIR for Segments 2, 4, and 5, which Trinity County plans to complete in 2006. The information in the NEPA and CEQA documents is the same, although the format and emphasis is different under each law.

TABLE 1
Description of Hyampom Road Segments

Segment	Kilometer Post	Length (Kilometers)	Milepost	Length (Miles)	Agency Responsible for Construction
1	0.0 to 5.9	5.9	0.0 to 3.7	3.7	Trinity County
2	5.9 to 10.6	4.7	3.7 to 6.6	2.9	FHWA
3	10.6 to 12.8	2.2	6.8 to 8.3	1.5	Trinity County
4	12.8 to 16.4	3.6	8.3 to 10.2	1.9	FHWA
5	16.4 to 22.0	5.6	10.2 to 13.7	3.5	FHWA
6	22.0 to 35.4	13.4	13.7 to 22.0	8.3	No proposed work

Note: The kilometer posts and mileposts are based on the Proposed Project design, and do not correspond directly to the distance along the existing roadway. Also, Trinity County's Final Environmental Impact Report identifies Segment 3 as being from milepost 6.8 to 8.3. Although the mileposts do not match, the physical locations of the beginning and ending of Segment 3 are the same for both the County's project and the FHWA's project.

Reconstruction of Segment 1 is proposed for 2006 and Segment 3 is proposed for 2007 and 2008. Reconstruction of Segment 5 and a portion of Segment 4 is proposed to begin in 2008 and continue through three construction seasons to 2010. Reconstruction of Segments 2 and portions of Segment 4 have been delayed until 2010 because of recent adjustments in the federal funding schedule. All proposed construction project schedules are subject to the availability of funding. No work is scheduled for Segment 6.

The Proposed Project entails reconstructing, repaving, widening, and modifying the alignment within the existing roadway corridor. The Proposed Project will include developing a consistent two-lane roadway with shoulders, reducing the severity of existing tight-radius curves, placing new and/or additional surface and subsurface drainage systems, replacing one bridge, widening and rehabilitating another bridge, constructing a new bridge (to replace a culvert), constructing retaining walls, and placing guardrails in strategic locations.

The purpose (objective) of the proposed Hyampom Road project is to:

- Provide a safe, year round, all weather access to Hyampom
- Provide a consistent-width two-lane roadway alignment to enhance the safety for current and future traffic
- Ensure mobility for emergency response, school buses, postal service, and other delivery vehicles
- Reduce roadway maintenance concerns
- Provide better access for administration of United States Forest Service Lands

The Proposed Project would address four general types of needs: roadway deficiencies, maintenance, safety, and social and economic conditions.

Trinity County (County) will be responsible for acquiring the right-of-way for the widened and realigned portions of the road through private properties. The County will also be responsible for future maintenance and management of Hyampom Road (County Road 301).

Summary of Impacts

Table 2 presents a summary of potential construction and operation impacts associated with the no action and Proposed Project alternatives with implementation of mitigation measures.

TABLE 2
Summary of Potential Proposed Project Construction and Operation Impacts

Resource	No Action Impacts	Proposed Project Construction Phase (Short Term)	Proposed Project Operation Phase (Long Term)
Traffic Operations	*Effect: Continued poor access; potential for failure of road and complete impassibility*	*Effect:* Temporary road closures	*Beneficial Effect:* Improved reliability of access
Land Use	*No Effect*	*No Effect*	*No Effect*
Community	*Effect:* Potential to lose complete accessibility; continued poor accessibility	*Effect: temporary* delay of circulation and movement (daily road closures [up to 4 hours at a time] and occasional night closures)	*Beneficial Effect:* Increase of long-term economic viability through improved access
Economic	*Effect:* Potential to lose economic viability if roadway becomes more impassible	*Effect:* Delays in daily deliveries and access to tourism destinations *Beneficial Effect:* Creates jobs (up to 3 direct, 6 indirect and 2 induced new jobs) and brings money into the community through construction workers' spending	*Beneficial Effect:* Increase of long-term economic viability through improved access and safety
Noise	*No Effect*	*Effect:* Temporary increase in noise due to construction	*No Effect*
Air Quality	*No Effect*	*Effect:* Temporary dust	*No Effect*
Water Quality	*Effect:* Ongoing erosion into waterways	*Effect:* Potential temporary erosion and pollutant run-off impacts will require preventative measures	*Beneficial Effect:* Reduction of erosion, sedimentation and roadway pollutant run-off into waterways
Wetlands	*Effect:* Ongoing erosion into wetlands	*Effects:* Removal of several small wetlands and Waters of the U.S. (new wetlands will be created as mitigation)	*Beneficial Effect:* Net increase in wetland area (with mitigation)
Floodplains	*Effect:* Road remains in the 100-year floodplain	*Effect:* Temporary work inside floodplain	*Beneficial Effect:* Road will be raised outside of floodplain; reduction in roadway flooding
Hazardous Materials	*No Effect*	*No Effect*	*No Effect*
Invasive Weeds	*Effect:* Some transport of weeds by motor vehicles	*Effect:* Potential to spread weeds will require preventative measures	*Effect:* Some transport of weeds by motor vehicles

TABLE 2
Summary of Potential Proposed Project Construction and Operation Impacts

Resource	No Action Impacts	Proposed Project Construction Phase (Short Term)	Proposed Project Operation Phase (Long Term)
Visual and Aesthetics	*No Effect*	*Effect:* Construction activities will create visual impacts *Effect:* Up to 96 hectares (237 acres) of mixed coniferous forest habitat could be removed. Most of the forest vegetation removal will be temporary, since disturbed soil areas will be reseeded.	*Effect:* Some removal of mixed coniferous forest habitat will be permanent, particularly within the clear zone of the reconstructed roadway. Replacement vegetation will take several years to mature; both cut and fill slopes and retaining walls will be visible from the roadway
Historic & Archaeology	*No Effect* beyond existing effects	*Effect:* Potential to uncover cultural resources during construction	*No Effect* beyond existing effects
Wildlife			
Threatened and Endangered Species	*No Effect* beyond existing effects	*Effect:* Construction noise may affect bald eagle and northern spotted owl (NSO) Some temporary disturbance within NSO habitat due to tree removal	*Effect:* Replacement riparian and upland vegetation will take several years to mature; some permanent disturbance of habitat for Trinity bristlesnail, bald eagle, and NSO, coho salmon, some permanent disturbance within NSO critical habitat due to tree removal
Species of Concern	*No Effect* beyond existing effects	*Effect:* Temporary disturbance of foraging habitat (creek and riparian and upland areas) for osprey and minor impacts to foothill yellow-legged frog and northwestern pond turtle habitats	*Effect:* Replacement riparian and upland vegetation will take several years to mature *Effect:* Some permanent disturbance of foraging habitat (creek and riparian and upland areas) for osprey and minor impacts to foothill yellow-legged frog and northwestern pond turtle habitats